

This Page Is Inserted by IFW Operations
and is not a part of the Official Record

BEST AVAILABLE IMAGES

Defective images within this document are accurate representations of the original documents submitted by the applicant.

Defects in the images may include (but are not limited to):

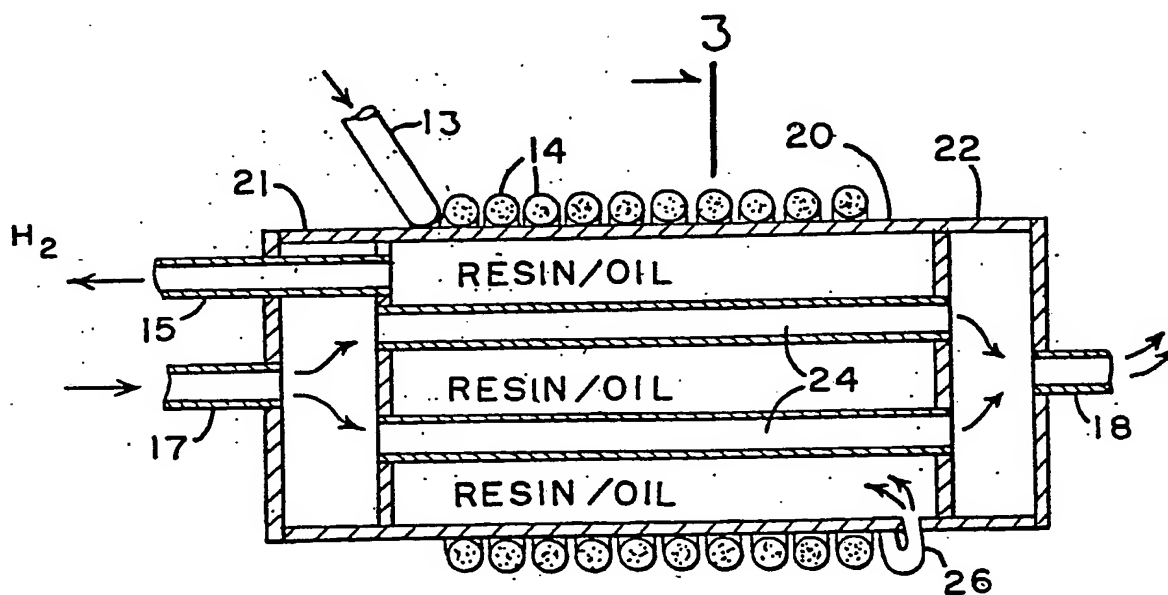
- BLACK BORDERS ✓
- TEXT CUT OFF AT TOP, BOTTOM OR SIDES
- FADED TEXT
- ILLEGIBLE TEXT
- SKEWED/SLANTED IMAGES
- COLORED PHOTOS
- BLACK OR VERY BLACK AND WHITE DARK PHOTOS
- GRAY SCALE DOCUMENTS

IMAGES ARE BEST AVAILABLE COPY.

**As rescanning documents *will not* correct images,
please do not report the images to the
Image Problem Mailbox.**

INTERNATIONAL APPLICATION PUBLISHED UNDER THE PATENT COOPERATION TREATY (PCT)

(51) International Patent Classification³ : C01B 3/10, F02B 43/10	A1	(11) International Publication Number: WO 85/ 00159 (43) International Publication Date: 17 January 1985 (17.01.85)
(21) International Application Number: PCT/US84/00925 (22) International Filing Date: 13 June 1984 (13.06.84) (31) Priority Application Number: 505,781 (32) Priority Date: 20 June 1983 (20.06.83) (33) Priority Country: US (71)(72) Applicant and Inventor: LEWIS, William, Newton [US/US]; Route 4, Box 1090, Baxley, GA 31513 (US). (74) Agent: KENNEDY, Robert, B.; Box 590, 100 Galleria Parkway, N.W., Atlanta, GA 30339 (US). (81) Designated States: DE, GB, JP, SE.		Published <i>With international search report.</i>

(54) Title: HYDROGEN ENGINE**(57) Abstract**

Hydrogen and oxygen are dissociated from water (10) by converting water to steam (13) and contacting the steam with resin or oil (20). Hydrogen is fed as it is dissociated (15, 16) into an internal combustion engine for combustion.

FOR THE PURPOSES OF INFORMATION ONLY

Codes used to identify States party to the PCT on the front pages of pamphlets publishing international applications under the PCT.

AT	Austria	KR	Republic of Korea
AU	Australia	LI	Liechtenstein
BE	Belgium	LK	Sri Lanka
BG	Bulgaria	LU	Luxembourg
BR	Brazil	MC	Monaco
CF	Central African Republic	MG	Madagascar
CG	Congo	MR	Mauritania
CH	Switzerland	MW	Malawi
CM	Cameroon	NL	Netherlands
DE	Germany, Federal Republic of	NO	Norway
DK	Denmark	RO	Romania
FI	Finland	SD	Sudan
FR	France	SE	Sweden
GA	Gabon	SN	Senegal
GB	United Kingdom	SU	Soviet Union
HU	Hungary	TD	Chad
JP	Japan	TG	Togo
KP	Democratic People's Republic of Korea	US	United States of America

5

10

HYDROGEN ENGINE

Technical Field

This invention relates to methods and apparatuses for generating hydrogen and for utilizing hydrogen as a fuel for internal combustion engines.

Background of the Invention

Upon combustion hydrogen releases a substantial amount of energy which may be utilized in the generation of power. However, since it is a chemically active element and therefore not available in the free state in nature in elemental gaseous form, it must be produced and stored for utilization in engines.

In general, hydrogen is obtained from compounds by breaking chemical bonds. This, of course, requires a substantial amount of energy to accomplish. Though there are many ways of liberating hydrogen from hydrocarbons, acids, bases and water, it is usually obtained in commercial quantities from water or petroleum. From hydrocarbons a mixture of methane and steam is typically heated to a high temperature in the presence of catalysts in producing large quantities of hydrogen. From water hydrogen is



— produced by electrolysis.

Methods of producing hydrogen are more specifically exemplified in U.S. Patent Nos. 3,699,718, 3,786,138, 3,816,609, 3,859,373, 4,069,304 and 5 4,202,744. These methods generally include steam-light hydrocarbon reforming, partial oxidation of hydrocarbons and other carbonaceous matter, and coal gassification (the Kellogg process).

To date, hydrogen engines have had only very limited and specialized use, such as in propelling 10 rockets and missiles and other military applications. They have not found general use as power sources for driving vehicles over public roads for a number of reasons. Probably foremost among such reasons is the 15 danger associated with the use of hydrogen for its propensity to combust and release vast amounts of energy in violent reactions. To transport gaseous hydrogen in a storage tank in vehicles would thus create a very substantial danger to the motoring 20 public. Another reason is that the expense and storage space requirements involved are too high where hydrogen is to be produced from hydrocarbons such as methane. Liquid water would not, of course, present a storage or expense problem. However, the rate by which hydrogen 25 could be produced from water by electrolysis would be insufficient for use as an automotive engine fuel.

Accordingly, it is to the provision of methods and apparatuses for producing hydrogen and utilizing it as it is generated as a fuel in internal 30 combustion engines to which the present invention is primarily directed.

Summary of the Invention

In one form of the invention, a gas 35 generation process comprises the steps of forming a



— stream of steam at a temperature of between 500°F and 900°F and passing the stream through a body of oil or resin whereupon the stream of steam is at least partially dissociated into hydrogen and oxygen.

5 In another form of the invention a power generation process comprises the steps of forming a stream of steam at a temperature of between 500°F and 900°F, contacting the stream with resin or oil whereupon hydrogen is dissociated from oxygen, and
10 igniting the hydrogen.

In another form of the invention a power generation process is provided wherein hydrogen is generated and used as engine fuel at substantially the same rates of generation and fuel utilization so that
15 hydrogen storage may be substantially avoided. The process comprises the steps of introducing water into a hydrogen-oxygen dissociation apparatus through valve means controlled by an engine throttle, dissociating hydrogen and oxygen in the dissociation apparatus, and
20 feeding the hydrogen as it is being generated into the engine.

In yet another form of the invention, a power generation system comprises an internal combustion engine, a fuel tank adapted to hold a supply of water,
25 and a hydrogen-oxygen dissociation chamber containing a supply of oil or resin. The system further includes first conduit means for feeding water from the fuel tank to the hydrogen-oxygen dissociation chamber, heating means for converting water being fed through
30 the conduit means from a liquid to a gaseous phase, and second conduit means for feeding hydrogen generated in the hydrogen-oxygen dissociation chamber to the internal combustion engine for combustion therein.

In still another form of the invention
35 apparatus for dissociating hydrogen and oxygen



comprises a chamber housing oil or resin and conduit means passing through the chamber through which hot gases may be passed to heat the oil or resin. A pipe is thermally coupled and placed in communication with the chamber which pipe contains a mass of particulates into which water may be fed and phase changed into steam upon contact with particulates that have been heated by thermal conduction from the chamber and the steam passed into the chamber and into contact with the oil or resin.

Brief Description of the Drawing

Fig. 1 is a schematic diagram of a system embodying principles of the invention which may be used in practicing processes of the invention.

Fig. 2 is a cross-sectional view of apparatus for dissociating hydrogen from oxygen in accordance with principles of the invention.

Fig. 3 is a cross-sectional view taken along plane 3-3 of the apparatus illustrated in Fig. 2.

Detailed Description

With reference to the schematic diagram presented in Fig. 1, a hydrogen engine that includes a hydrogen generation system is seen to include an internal combustion engine such as that conventionally used in powering an automotive vehicle which has a throttle T and which is water cooled with a conventional engine coolant system. A fuel tank is provided which houses a supply of water. A conduit extends from the water tank to a first heat exchanger that is coupled with the engine coolant system via a system of conduits 11 in which a thermionic valve is employed. A conduit 12 extends from the first heat exchanger in fluid communication with conduit 10 to a



— second heat exchanger through a valve V that is coupled with and controlled by the internal combustion engine throttle T. Another conduit 13 extends from the second heat exchanger in fluid communication with conduit 12 to a convoluted conduit 14 which is in fluid communication with a hydrogen-oxygen dissociation chamber. A conduit 15 extends from the dissociation chamber back to the second heat exchanger in fluid communication with another conduit 16 that extends from the second heat exchanger to the internal combustion engine. Within the internal combustion engine itself the conduit 16 is connected to the carburation or fuel injection subsystem. Finally, another conduit 17 extends from the engine exhaust system of the internal combustion engine to the dissociation chamber and into communication with an exhaust pipe 18.

With reference next to Figs. 2 and 3 the hydrogen-oxygen dissociation chamber is seen to include a tank 20 to one end of which an intake manifold 21 is secured and to the opposite end of which an outlet manifold 22 is secured. Five pipes 24 extend through the tank 20 between the two manifolds. The conduit 17 is seen to be connected with the intake manifold while the tail pipe 18 is coupled with the outlet manifold. The conduit 13 is seen to merge into the convoluted form of the conduit 14 which is wrapped tightly around the tank 20 so as to be thermally coupled with it. Within the convoluted conduit 14 is packed a mass of particulates such as common iron-bearing rocks. The end of the convoluted conduit is provided with an elbow joint 26 through which fluids may be inputted into the bottom of the tank 20.

The conduit 15 is seen to extend from the tank 20 through the intake manifold to the second heat exchanger. The tank 20 houses a supply of resin or



oil. Various kinds of oils may be employed such as mineral oils and petroleum oils. The preferred resin is a gum or pine tar resin although soybean oil may also be used. The gum resin may be obtained from Southern, yellow or long-leaf pine trees.

Prior to operation the resin or oil within the hydrogen-oxygen dissociation chamber is preheated to a temperature of between 500°F and 900°F as by the use of an unshown auxiliary preheat means of conventional construction. The temperature of the resin should be at least 500°F since below that temperature efficiency goes down in that an insufficient quantity of hydrogen is generated. Conversely, above approximately 900°F, depending upon the particular resin or oil employed, that resin or oil may tend to break down into another state.

Once the resin or oil has achieved the proper temperature the engine is operated in the following manner. Water is fed as by unshown pump means from the water tank to the dissociation chamber through the conduits 10, 12 and 15, the two heat exchangers and the valve V. In passing through the first heat exchanger the water is preheated from the heat of the engine coolant. The water is then fed through the valve V to the second heat exchanger with the valve V being controlled by the position of the engine throttle T. From the second heat exchanger the water is fed through conduit 13 and into the convoluted pipe 14 where it comes into contact with the heated mass of particulates and is converted to a low pressure stream of steam. From here the low pressure stream of steam passes slowly through the body of resin or oil within the hydrogen dissociation chamber. Upon contact with the resin or oil the steam is dissociated into hydrogen and oxygen.



From the dissociation chamber the dissociated hydrogen and oxygen passes through a conduit 15 to the second heat exchanger wherein the hydrogen is cooled down somewhat from its 600°F temperature. The hydrogen is then fed directly through conduit 16 into the fuel intake system of the engine where it is ignited to produce energy in driving the internal components of the engine. The heat from the exhaust passes through the conduit 17 and into the intake manifold 21 and through pipes 24 within the tank 20 and from there through the outlet manifold to the tail pipe 18. This heat is transmitted to the body of resin or oil in maintaining its proper temperature.

It is not fully understood how hydrogen and oxygen is dissociated with the just-described system since the temperatures involved are substantially less than that previously thought necessary to produce the energy levels required in breaking the oxygen-hydrogen bond. Apparently the low pressure stream of steam, however, when brought into contact with the surface of the resin or oil, is catalyzed in some manner so that the required temperature to produce the necessary energy is lowered. In any event, the system and process has been found to work well in propelling automobiles over roads solely with a supply of water being used as the engine fuel in addition to the supply of resin and oil, and the use of an auxiliary preheating system.

It should be understood that the just-described embodiment merely illustrates principles of the invention in one particular form. Many modifications, additions or deletions may, of course, be made thereto without departure from the spirit and scope of the invention as set forth in the following claims.



1 8. A power generation process wherein
hydrogen is generated and used as engine fuel at
substantially the same rates of generation and fuel
utilization so that hydrogen storage may be
5 substantially avoided, and with said process comprising
the steps of introducing water into a hydrogen-oxygen
dissociation apparatus through valve means controlled
by an engine throttle, dissociating hydrogen and oxygen
in the dissociation apparatus, and feeding the hydrogen
10 as it is generated into the engine for combustion
therein.

1 9. The power generation process of Claim 8
wherein the hydrogen is dissociated from the oxygen by
vaporizing the water to steam at a temperature of
between 500°F and 900°F and contacting the steam with
5 oil or resin.

1 10. A power generation system comprising, in
combination, an internal combustion engine, a fuel tank
adapted to hold a supply of water, a hydrogen-oxygen
dissociation chamber containing a supply of oil or
5 resin, first conduit means for feeding water from said
fuel tank to said hydrogen-oxygen dissociation chamber,
heating means for converting water being fed through
said conduit means from a liquid to a gaseous phase;
and second conduit means for feeding hydrogen generated
10 in said hydrogen-oxygen dissociation chamber to said
internal combustion engine.

11. The power generation system of Claim 10
wherein said first conduit means includes a pipe
housing a mass of particulates.



12. The power generation system of Claim 11 wherein said particulates are rocks.

13. The power generation system of Claim 11 wherein said pipe is thermally coupled with said hydrogen-oxygen dissociation chamber.

14. The power generation system of Claim 10 comprising an exhaust conduit that extends from said internal combustion engine through said hydrogen-oxygen dissociation chamber.

1 15. The power generation system of Claim 10
wherein said internal combustion engine has an engine
cooling system, and wherein said power generation
system further comprises heat exchanger means through
5 which said first conduit means extends and third
conduit means extending from said engine cooling system
to said heat exchanger for heating water being fed from
said water tank to said dissociation chamber.

1 16. The power generation system of Claim 10
comprising heat exchanger means through which said
first and second conduit means extends for cooling
hydrogen and oxygen being fed from said dissociation
5 chamber to said internal combustion engine.

1 17. The power generation system of Claim 10
wherein said internal combustion engine has a throttle
and wherein said power generation system comprises
valve means for controlling the flow of water from said
5 water tank into said dissociation chamber coupled with
said engine throttle means.

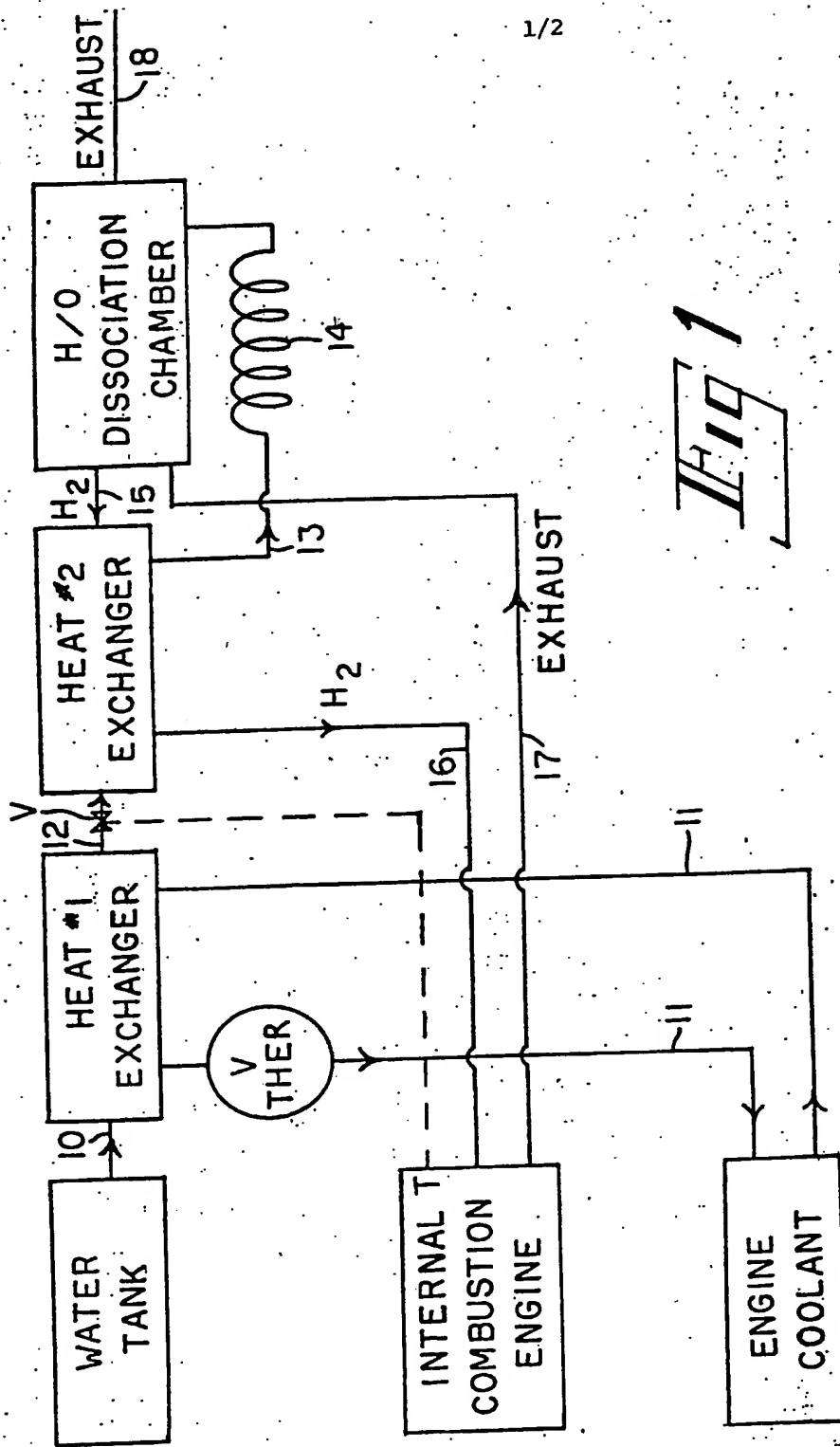


1 18. Apparatus for dissociating hydrogen and
oxygen comprising a chamber housing oil or resin;
conduit means passing through said chamber through
which hot gases may be passed to heat said oil or
5 resin; and a pipe thermally coupled and communicating
with said chamber that contains a mass of particulates
into which water may be fed and phase-changed into
steam upon contact with particulates that have been
heated by thermal conduction from said chamber and the
10 steam passed into the chamber and into contact with the
oil or resin.

19. The apparatus of Claim 18 wherein said
pipe is convoluted about said dissociation chamber.

1 20. The apparatus of Claim 18 further
comprising an intake manifold and an outlet manifold,
and wherein said conduit means includes a plurality of
conduits in fluid communication with said intake and
5 outlet manifolds.





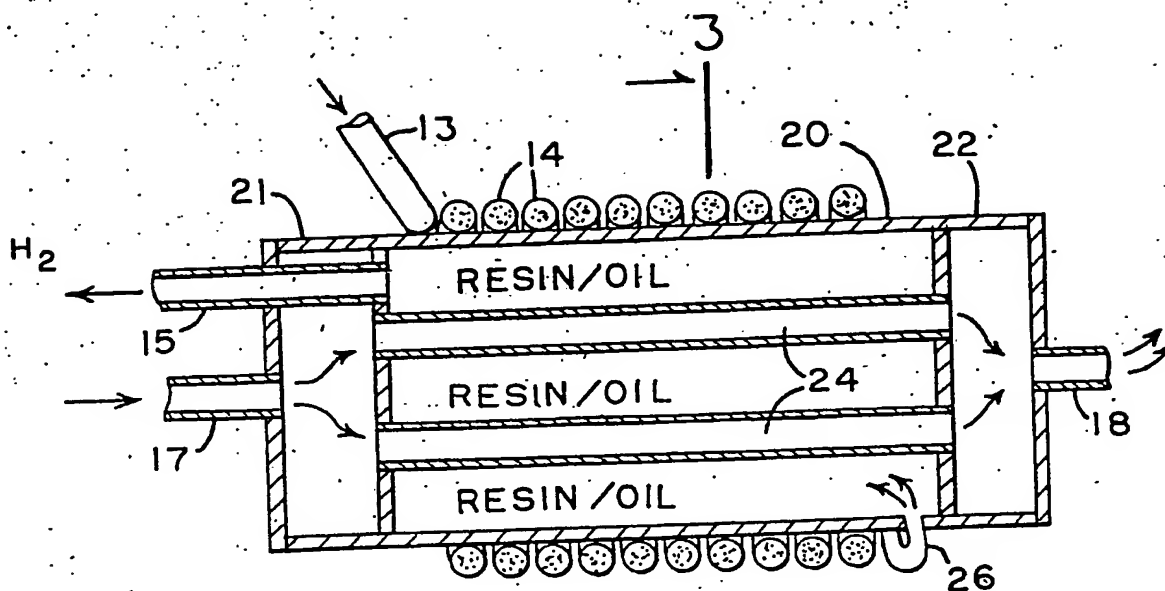


Fig 2

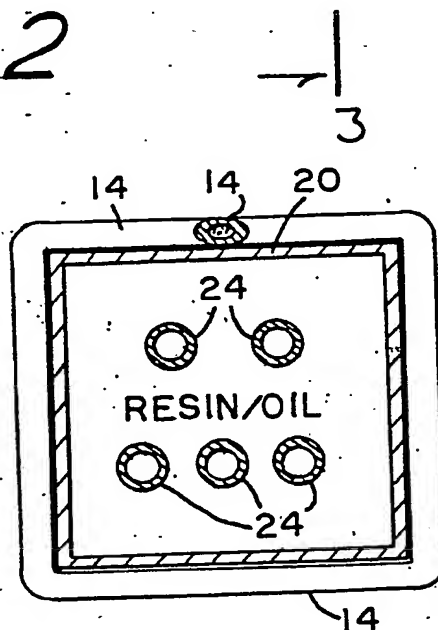
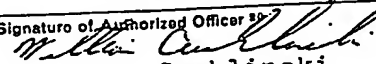
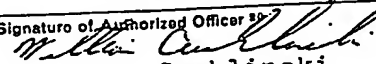
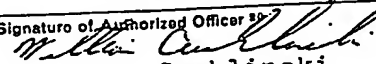


Fig 3

INTERNATIONAL SEARCH REPORT

International Application No PCT/US 84/00925

I. CLASSIFICATION OF SUBJECT MATTER (If several classification symbols apply, indicate all) ³ According to International Patent Classification (IPC) or to both National Classification and IPC INT. CL. 8 C01B 3/10 F02B 43/10 U.S. CL. 123/3, DIG. 12 423/648R																							
II. FIELDS SEARCHED <div style="text-align: center;">Minimum Documentation Searched ⁴</div> <table style="width: 100%; border: none;"> <tr> <td style="width: 20%; border: none;">Classification System</td> <td style="border: none;">Classification Symbols</td> </tr> <tr> <td style="border: none; vertical-align: top;">U.S.</td> <td style="border: none; vertical-align: top;">123/1A, 3, DIG. 12 60/649 423/648R, 657, 658</td> </tr> </table> <div style="text-align: center; font-size: small;">Documentation Searched other than Minimum Documentation to the Extent that such Documents are Included in the Fields Searched ⁵</div>			Classification System	Classification Symbols	U.S.	123/1A, 3, DIG. 12 60/649 423/648R, 657, 658																	
Classification System	Classification Symbols																						
U.S.	123/1A, 3, DIG. 12 60/649 423/648R, 657, 658																						
III. DOCUMENTS CONSIDERED TO BE RELEVANT ¹⁴ <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;">Category ⁶</th> <th style="width: 60%;">Citation of Document, ¹⁵ with Indication, where appropriate, of the relevant passages ¹⁷</th> <th style="width: 30%;">Relevant to Claim No. ¹⁸</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">X</td> <td>US, A, 4,220,518 02 Sept. 1980 (02.09.80) Uchida et al See col. 4, lines 60-68 and col. 5, lines 1-27</td> <td style="text-align: center;">1-3</td> </tr> <tr> <td style="text-align: center;">X</td> <td>US, A, 4,037,568 26 July 1977 (26.07.77) Schreiber</td> <td style="text-align: center;">4-7, 10-13, 18-20</td> </tr> <tr> <td style="text-align: center;">X</td> <td>US, A, 4,036,181 19 July 1977 (19.07.77) Matovich</td> <td style="text-align: center;">8, 9, 17</td> </tr> <tr> <td style="text-align: center;">X</td> <td>US, A, 4,380,970 26 April 1983 (26.04.83) Davis</td> <td style="text-align: center;">14</td> </tr> <tr> <td style="text-align: center;">X</td> <td>US, A, 4,099,489 11 July 1978 (11.07.78) Bradley</td> <td style="text-align: center;">15</td> </tr> <tr> <td style="text-align: center;">X</td> <td>US, A, 4,003,343 18 Jan. 1977 (18.01.77) Lee</td> <td style="text-align: center;">16</td> </tr> </tbody> </table>			Category ⁶	Citation of Document, ¹⁵ with Indication, where appropriate, of the relevant passages ¹⁷	Relevant to Claim No. ¹⁸	X	US, A, 4,220,518 02 Sept. 1980 (02.09.80) Uchida et al See col. 4, lines 60-68 and col. 5, lines 1-27	1-3	X	US, A, 4,037,568 26 July 1977 (26.07.77) Schreiber	4-7, 10-13, 18-20	X	US, A, 4,036,181 19 July 1977 (19.07.77) Matovich	8, 9, 17	X	US, A, 4,380,970 26 April 1983 (26.04.83) Davis	14	X	US, A, 4,099,489 11 July 1978 (11.07.78) Bradley	15	X	US, A, 4,003,343 18 Jan. 1977 (18.01.77) Lee	16
Category ⁶	Citation of Document, ¹⁵ with Indication, where appropriate, of the relevant passages ¹⁷	Relevant to Claim No. ¹⁸																					
X	US, A, 4,220,518 02 Sept. 1980 (02.09.80) Uchida et al See col. 4, lines 60-68 and col. 5, lines 1-27	1-3																					
X	US, A, 4,037,568 26 July 1977 (26.07.77) Schreiber	4-7, 10-13, 18-20																					
X	US, A, 4,036,181 19 July 1977 (19.07.77) Matovich	8, 9, 17																					
X	US, A, 4,380,970 26 April 1983 (26.04.83) Davis	14																					
X	US, A, 4,099,489 11 July 1978 (11.07.78) Bradley	15																					
X	US, A, 4,003,343 18 Jan. 1977 (18.01.77) Lee	16																					
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>[•] Special categories of cited documents: ¹⁵</p> <p>"A" document defining the general state of the art which is not considered to be of particular relevance</p> <p>"E" earlier document but published on or after the international filing date</p> <p>"L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified)</p> <p>"O" document referring to an oral disclosure, use, exhibition or other means</p> <p>"P" document published prior to the international filing date but later than the priority date claimed</p> </div> <div style="width: 50%;"> <p>"T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention</p> <p>"X" document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step</p> <p>"Y" document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art.</p> <p>"&" document member of the same patent family</p> </div> </div>																							
IV. CERTIFICATION <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none; vertical-align: top;"> Date of the Actual Completion of the International Search ² <div style="text-align: center;">17 July 1984</div> International Searching Authority ¹ <div style="text-align: center;">ISA/US</div> </td> <td style="width: 50%; border: none; vertical-align: top;"> Date of Mailing of this International Search Report ³ <div style="text-align: center;">24 JUL 1984</div> Signature of Authorized Officer ¹⁹ <div style="text-align: center;">  William Cuchlinski </div> </td> </tr> </table>			Date of the Actual Completion of the International Search ² <div style="text-align: center;">17 July 1984</div> International Searching Authority ¹ <div style="text-align: center;">ISA/US</div>	Date of Mailing of this International Search Report ³ <div style="text-align: center;">24 JUL 1984</div> Signature of Authorized Officer ¹⁹ <div style="text-align: center;">  William Cuchlinski </div>																			
Date of the Actual Completion of the International Search ² <div style="text-align: center;">17 July 1984</div> International Searching Authority ¹ <div style="text-align: center;">ISA/US</div>	Date of Mailing of this International Search Report ³ <div style="text-align: center;">24 JUL 1984</div> Signature of Authorized Officer ¹⁹ <div style="text-align: center;">  William Cuchlinski </div>																						